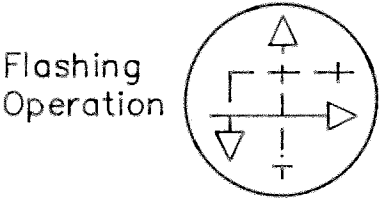
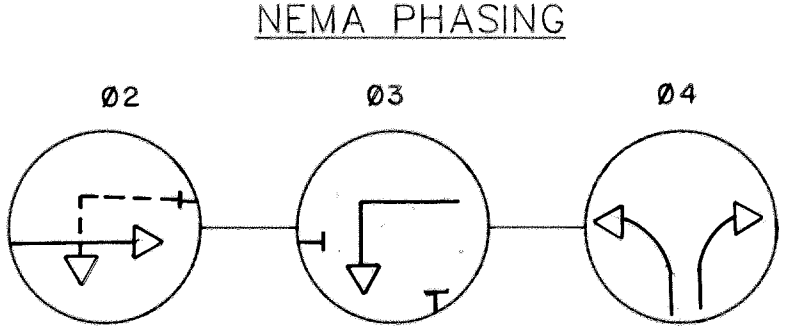
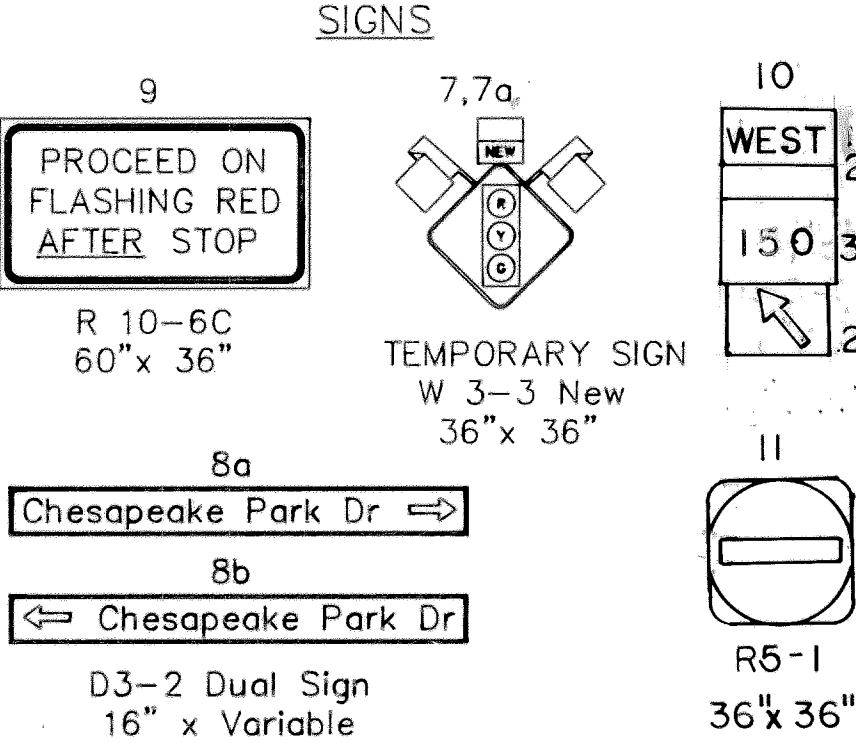
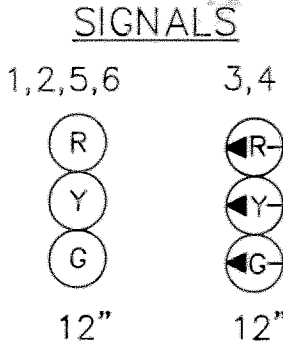
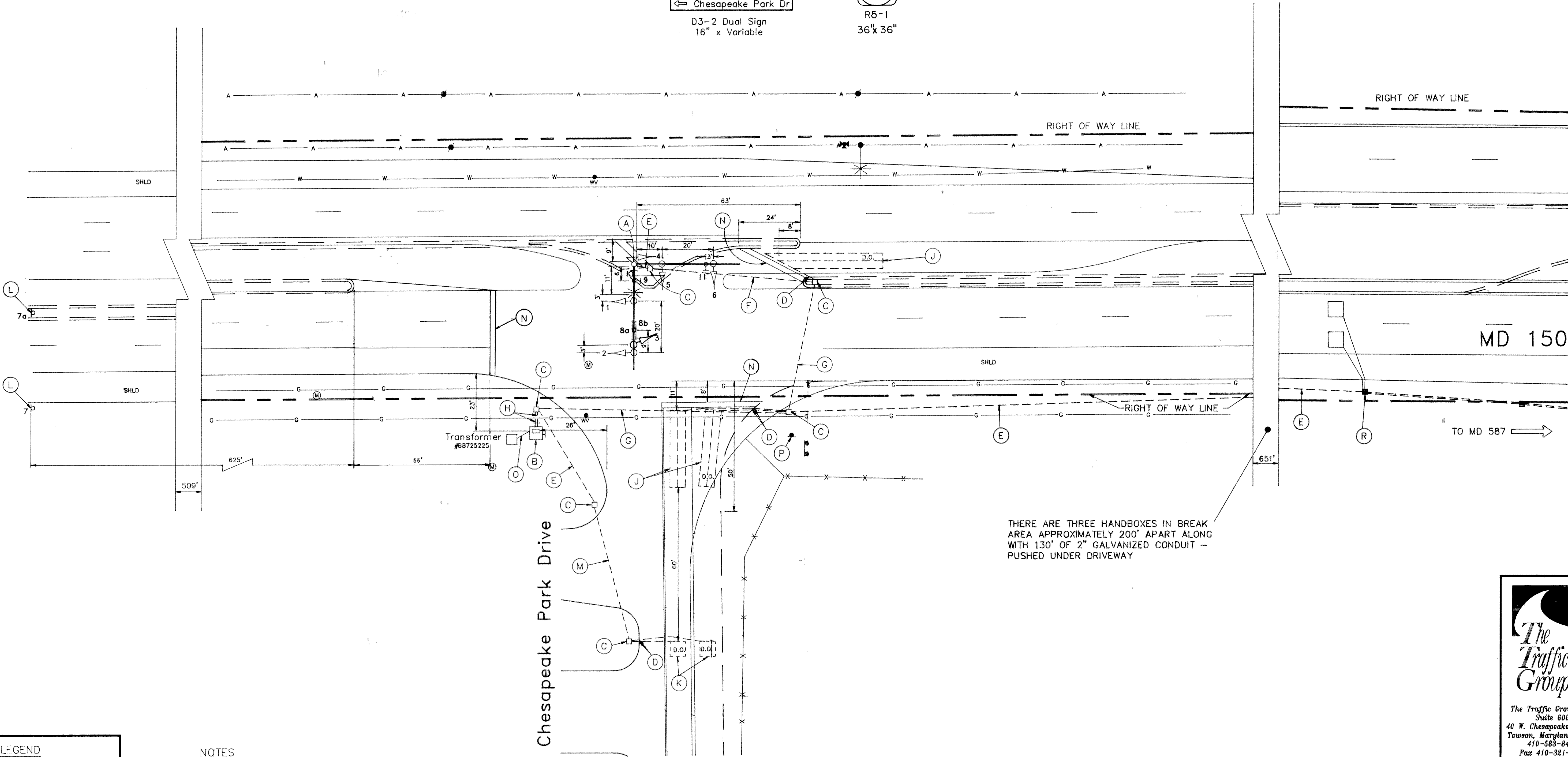


FHWA REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			



- 1.) Phases associated by a dashed line will operate concurrently.
- 2.) Phases associated by a solid line will not operate concurrently.



THERE ARE THREE HANDBOXES IN BREAK AREA APPROXIMATELY 200' APART ALONG WITH 130' OF 2" GALVANIZED CONDUIT - PUSHED UNDER DRIVEWAY

GEOMETRIC LEGEND	
=====	PROPOSED GEOMETRICS
=====	EXISTING GEOMETRICS
UTILITY LEGEND	
— G — G —	GAS MAIN
— W — W —	WATER MAIN
— S — S —	SEWER MAIN
— E — E —	ELECTRIC CABLES
— D — D —	STORM DRAIN
— A — A —	AERIAL CABLES
— T — T —	TELEPHONE CABLES

- NOTES
1. "D.O." indicates delay output loop detector.
 2. Geometrics shall be confirmed prior to the installation of signal equipment.
 3. Loop detectors and conduit shall be installed prior to the installation of pavement markings.
 4. Pavement markings detailed are proposed and are to be installed by the contractor in accordance with S.H.A. standards. All other pavement markings will be installed as part of the Developer's Project.

REVISIONS		APPROVALS		MDOT - STATE HIGHWAY ADMINISTRATION	
				Office of Traffic & Safety	
				TRAFFIC ENGINEERING DESIGN DIVISION	
				LOG MILE #03015006.19	
				MD 150 and CHESAPEAKE PARK DRIVE	
				COUNTY: BALTIMORE	
				TS/STD. NO. 3253	
				SHEET NO. OF	
				DATE: August 12, 1992	
				SCALE: 1" = 20'	
				F.A.P. NO. BW-502-802-412	
				S.H.A. NO.	
				CHIEF, SIGNAL DESIGN SECTION	
				ASST. DISTRICT ENGINEER, TRAFFIC	
				CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION	
				DIRECTOR, OFFICE OF TRAFFIC & SAFETY	

